

OFIC : [REDACTED]
 UNIT : OSA/OD/IDEA
 EXT : 4520
 DATE : 6 JUNE 63

SECRET

1	4
2	5
3	6

TO : [REDACTED] 25X1A

FROM : DIRECTOR

CONF : OPS (1-7)

INFO : S/C (8)

PRIORITY	DEFERRED	PRIORITY	INITIALS
	X ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

CUT 7294

25X1A DTG: 1646Z 06 JUN 63
 25X1A

TO : [REDACTED] INFO

CITE [REDACTED]

8345

9330 (IN 78011)*

25X1A 1. GRC 152 ROUTE HAS SINCE BEEN PLOTTED FROM [REDACTED] STARTING AT THE NORTHERNMOST POINT OF ROUTE, RET TRACK DIVERGES MARKEDLY FROM BRIEFED ROUTE. THE EXIT FROM DENIED TERRITORY WAS WEST OF ANTUNG. PORT ARTHUR APPEARED IN RIGHT OBLIQUE EXPOSURES.

25X1A HOW DO YOU EXPLAIN [REDACTED] 137 TRACK AS ALMOST IDENTICAL WITH BRIEFED ROUTE?

25X1A 2. P.I. WILL RE-PLOT ENTIRE ROUTE AND RE-SUBMIT PARA C OF [REDACTED] 137. SUGGEST THAT P.I. MAY GAIN EXPERIENCE AND SOME GOOD INSTRUCTION IF HE SPENDS SOME TIME WITH [REDACTED] P.I.'S AS THEY PLOT TRACKER FILM. IF ANY QUESTIONS REGARDING TECHNIQUE OF TRACKER PLOTTING, P.I. MAY GET GUIDANCE FROM INTEL STAFF AT HQS.

25X1C

END OF MESSAGE

25X1A

25X1A

[REDACTED] summary.

COORDINATING OFFICERS

C/CD/OSA
 RELEASING OFFICER

SECRET

C/IDEA/OD/OSA
 AUTHENTICATING OFFICER

25X1D

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25X1A

FROM: OSA/OD/IDEA
4520
13 MAY 1963
25X1A

TOP SECRET

FROM: DIRECTOR

COMP: OSA 1-20

OP: S/C 21

25X1A

DTG 2201Z 13 MAY 63

OPIM
OPIM

25X1A

REF A: 7137 (OUT 4266) 25X1A
B: 7140 (OUT 4271)

1. THIS IS PRELIM ADVISORY THAT WEATHER OUTLOOK FOR [REDACTED] OPN 25X1A IS FAVORABLE FOR 15 MAY LAUNCH DATE. WISH EMPHASIZE THAT THIS IS LONG RANGE OUTLOOK. ALERT WX BRIEFING WILL BE HELD 14 MAY AT WHICH TIME REGULAR ALERT MSG SYSTEM WILL BE IMPLEMENTED OR OPN WILL BE CANCELLED ACCORDING TO STATE OF WX FORECAST.
2. AT THIS TIME PROBABLE D-DATE FOR REF B IS 15 MAY. WILL ADVISE.

END OF MESSAGE

25X1A

C OD/OSA

TOP SECRET

25X1A

C/IDEA/OD/OSA

25X1D

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Approved For Release 2000/08/23 : CIA-RDP66B00664R000200200008-9

ORIG : [REDACTED]
 UNIT : OSA/OD/IDEA
 EXT : 4520
 DATE : 10 MAY 1963
 25X1A

TOP SECRET

TO : [REDACTED]
 FROM : DIRECTOR
 CONF : OSA (1-20)
 INFO : S/C (21)

DTG 2016Z 10 MAY 63

25X1A

25X1A

TO PRITY [REDACTED] FO
 25X1A PRITY [REDACTED]

CITE [REDACTED]

7137

25X1A 1. IDEALIST PLANNING OPN UTILIZING [REDACTED] AS POST STRIKE BASE.
 25X1A CODE NAME AND MSG DSUG THIS OPN [REDACTED] CLASS SECRET. THIS
 25X1A WILL BE FAST-MOVE RECOVERY AT [REDACTED] FOR COVERAGE HIGHEST PRITY
 CHINESE TARGETS. FAST-MOVE STAGING NEC TO MINIMIZE EXPOSURE OF
 OPERATION INTENTIONS. AT THIS TIME REQ ONLY MOST NEC ACTION BE TAKEN PRIOR
 TO ALERT.

2. BRIEF OUTLINE OF ACTIONS FOLLOWS:

25X1A A. AT ALERT TIME, APPROX 1700Z ON ANY GIVEN DAY, HQS
 WILL REQ C 130 TO BE IN PLACE [REDACTED] APPROX 14 HRS LATER FOR LOADING.
 25X1A B. AFTER MSN PLAN WX CONFIRMS LIKELIHOOD OF SUCCESSFUL MSN,
 C 130 WILL BE AUTH TO DEP FOR [REDACTED] C 130 WITH RECOVERY TEAM WILL
 CARRY COMMO EQUIP TO CONFIRM ARRIVAL PRIOR TO MSN LAUNCH AUTH. 25X1A
 25X1A C. MSN ACFT WILL DEP [REDACTED] AND POST STRIKE AT [REDACTED].
 25X1A MSN ACFT WILL DEP [REDACTED] ON FERRY MSN TO [REDACTED] ASAP.

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER

AUTHENTICATING OFFICER

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ORIG :
UNIT :
EXT :
DATE :

TOP SECRET

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3					

TO :

FROM :

CONF :

INFO : PAGE TWO

PRIORITY	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

0074246

25X1A

25X1A

TO

INFO

CITE

25X1A

D. AFTER FERRY MSN DEP, C 130 WILL LEAVE [REDACTED]

25X1A

WAIT AT [REDACTED] FOR MSN TAKE AND THEN PROCEED TO X [REDACTED] C 130
WILL BE RELEASED AT [REDACTED]

E. SCHED OF EVENTS WILL BE FORWARDED WHEN APPROVED, BUT
SHOULD NOT VARY SIGNIFICANTLY FROM THIS OUTLINE.

25X1A

3. SUPPRESSION OF RADAR REPORTING FOR ARRIVAL OF OPNL MSN AND
DEP OF FERRY MSN FROM [REDACTED] WILL BE COORD BY STAGING TEAM CDR AT
[REDACTED] WILL ALSO BE ADVISED OF ROUTES AND TIMES.

25X1A

25X1A

4. WITH CONCURRENCE OF AFIGO-S, [REDACTED] WILL BE REQ AT ALERT
TIME TO COORD WITH [REDACTED] FOR USE OF [REDACTED] FOR THIS OPN. THIS

25X1A

WILL ALLOW APPROX 23 HRS BEFORE ARRIVAL OF C 130 AT [REDACTED] ALSO
WILL BE REQ TO PASS SCHED OF EVENTS TO [REDACTED] AT
FIFTH AF COC APPROX 23 HRS PRIOR TO OPN.

25X1A

END OF MESSAGE

25X1A

25X1A

[REDACTED]

C/OD/OSA

COORDINATING OFFICERS

TOP SECRET

[REDACTED]

C/IDEA/OD USA

RELEASING OFFICER

AUTHENTICATING OFFICER

25X1A

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CASE 2151Z 11 MAY 63

SECRET

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION: OSA (1-20)

INFO : S/C (21)

25X1A

25X1A

TOR: 2245Z 11 MAY 63

P R I O R I T Y

IN--75947

25X1A

TO PRITY [REDACTED]

INFO [REDACTED]

CTL [REDACTED] 9558

25X1A

RE A. [REDACTED] 7137

25X1A

B. [REDACTED] 7140

25X1A

1. [REDACTED] CINCPAC DC/S PLANS AND OPS BRIEFED RE

25X1A

25X1A

[REDACTED] REQUESTS WE INFORM YOU THAT THEATER HEAVY AIRLIFT, C-130/C-124, WILL BE IN EXTREMELY SHORT SUPPLY DURING PERIOD 24 MAY THRU 15 JULY; THEREFORE HE WISHES EXPLORE USE OF OTHER TYPE ACFT, PROBABLY C-54'S, FOR SUPPORT DURING THIS PERIOD. HE REQUESTS KNOW:

A. NUMBER OF PEOPLE AND WEIGHT AND CUBE OF CARGO TO BE CARRIED C-130,

B. WHETHER DIFFERENCE IN ENROUTE TIME BETWEEN C-130 AND C-54 WILL IMPOSE ANY PROBLEMS,

C. ANY OTHER REASONS OR PROBLEMS WHICH REQUIRE USE OF C-130'S.

2. PLS ADVISE.

END OF MESSAGE

SECRET

DATE 0929Z 17 MAY 1963

SECRET

TO : DIRECTOR

FROM : [REDACTED] 25X1A

SUBJECT: OPS (1-2-3-4-5-6-7)

INFO : S/C (8)

ROUTINE

25X1A

TOR: 1016Z 17 MAY 1963

IN 76712

25X1A

INFO

DATE

[REDACTED] 9231

REF A [REDACTED] 9558

25X1A

B [REDACTED] 7443

1. REF PARA 1, A OF REF A. APPROX 19 PERSONS TO BE AIRLIFTED.

2. REF PARA 1 B OF REF A. FLT TIME DIFFERENCE BETWEEN SUBJECT AIRCRAFT IS INSIGNIFICANT. TOTAL WEIGHT IS 31,658. TOTAL CUBAGE IS 1970.

25X1A

3. REF PARA 1 C OF REF A. ALTHOUGH [REDACTED] PERSONNEL HAVE NEVER EXPERIENCED A STAGING WITH C-54 TYPE AIRCRAFT WE ESTIMATE IT WOULD BE HIGHLY UNDESIRABLE DUE TO THE FOLLOWING REASONS:

1. THE MA-2 GROUND POWER VEHICLE COULD NOT BE AIRLIFTED

25X1A

SINCE IT WOULD NOT CLEAR THE C-54 LOADING DOOR OPENING. ALSO,

[REDACTED] DOES NOT POSSESS ENOUGH SUBSTITUTE EQUIP FOR THIS VEHICLE.

2. DELOADING OPERATION WOULD BE LENGTHY. THE WEIGHT AND SIZE OF OUR CARGO, TOGETHER WITH OUR LIMITED LOADING EQUIPT (TUG), IS INCOMPATABLE WITH C-54 LOADING DOOR SINCE THE DOOR IS CONSIDERABLY ABOVE GROUND, IS SMALL, AND PROVIDES NO RAMP AS THE C-130 DOES.

SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

25X1A

25X1A

S E C R E T

9231 (IN 76712)

PAGE TWO

4. FYI ~~REDACTED~~ CAN COMPLETE LOADING ABOARD C-130 FOR SUBJECT STAGINGS WITHIN ONE HOUR AFTER THE ARRIVAL OF THE AIRLIFT. THIS IS OFFERED FOR YOUR PLANNING CONSIDERATIONS IN ALLOWING A LATER AIRLIFT NOTIFICATION AND ARRIVAL TIME.

END OF MESSAGE

S E C R E T